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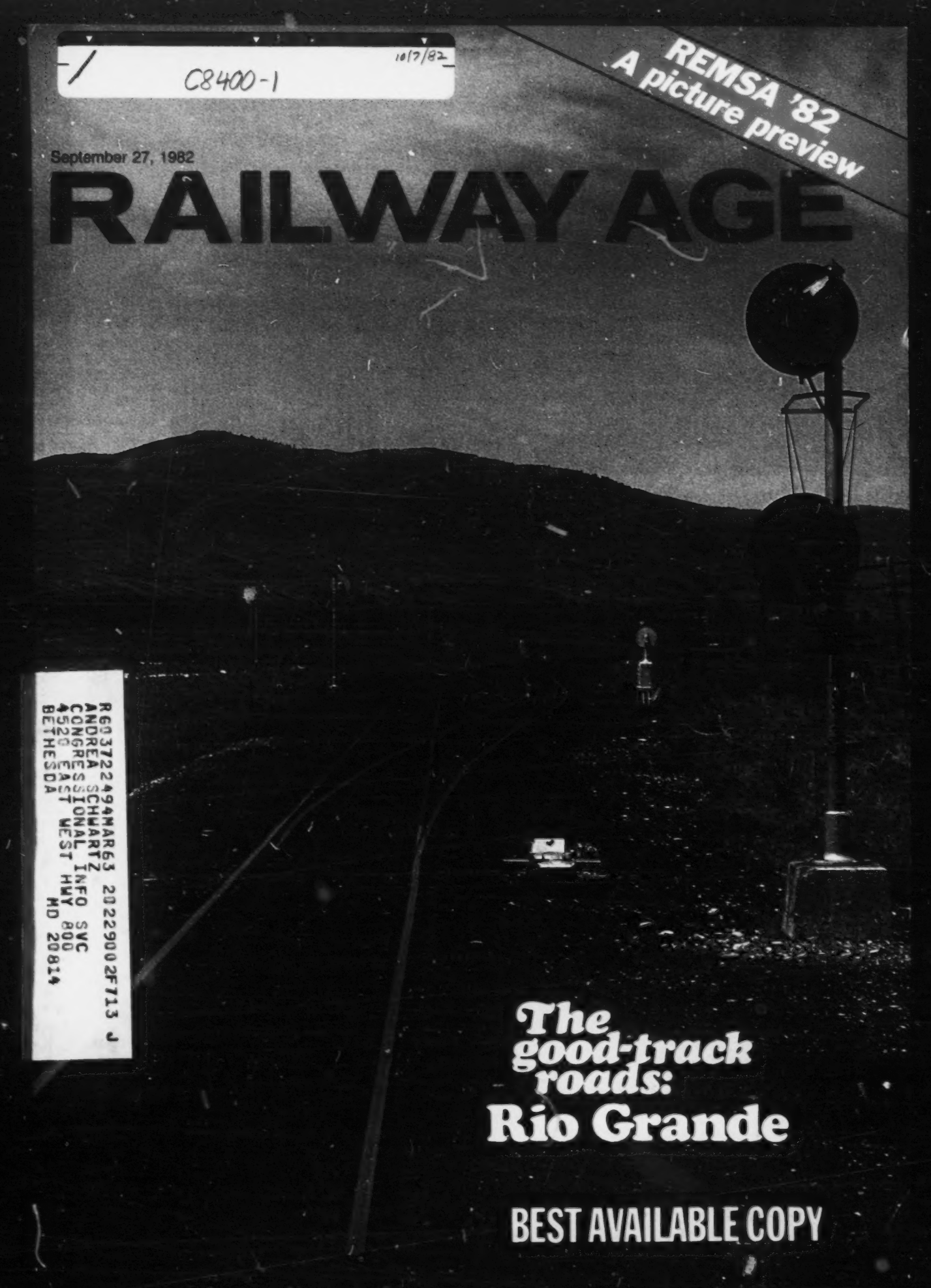
REMSA '82
A picture preview

September 27, 1982

RAILWAY AGE



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ANDREA SCHWARTZ
CONGRESSIONAL INFO SVC
4520 EAST WEST HWY 800
BETHESDA MD 20814

The good-track roads: Rio Grande

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RAILWAY AGE

September 27, 1982

FEATURES

Cover: D&RGW main line at Troublesome, Colo., 98 miles west of Denver, was photographed by Associate Editor Frank Malone. *Page 18*

15 Pacific Rail wins ICC nod
The Commission's verbal approval, which came Sept. 13, caused elation in expected quarters but dismay elsewhere, especially at the Southern Pacific.

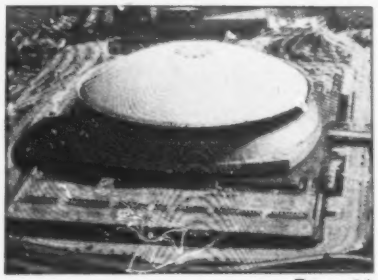
18 D&RGW: The roadway-revenue connection is strong
Operating in difficult terrain, Rio Grande needs good track to stay competitive, especially as coal traffic rises. D&RGW continues to rise to the challenge.

23 REMSA 82: A picture preview
Track suppliers will show off their latest products and materials at the Superdome in New Orleans Oct. 3-6. Here's a sampling of what's in store.

36 B&LE invests in the environment
A $5.4-million investment in an Environmental Control Facility anticipated EPA requirements—and left a lot of people feeling good about the railroad.

42 Who's got (and who's getting) a piece of the Rock
Two years after its liquidation was ordered, much of the Rock Island is still in operation—either by purchasers or by lessees, some of whom hope to buy.

46 Contract rates: Bane or blessing?
They can be both, says Norfolk Southern's Robert Claytor. Unwise pricing, he fears, could produce some of the chaos airlines have experienced.



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8 B.C. Railway orders GM electrics
8 New Metro turnout reduces wear
9 Las Vegas advised to go Maglev
9 Casey goes to bat for high speed
10 Conrail goes after low sulphur coal
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Second quarter figures of calendar year 1982

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

		Operating revenues				Operating expenses								Operating Ratio		Income after fixed charges		1982 Net Ry. operating income	Net income	
						Way & structures			Equipment											
		Freight	Other	Total 1982	Total 1981	Total 1982	Total 1981	1982 Deprec.	Total 1982	Total 1981	1982 Deprec.	Total 1982	Total 1981	1982	1981	1982	1981		1982	1981
Amtrak	3 mos.	—	137,338	137,338	300,527	27,936	18,965	5,905	77,907	91,876	16,398	298,838	332,696	217.59	110.70	(187,155)	(48,508)	(161,500)	(187,155)	(48,508)
	6 mos.	—	247,820	247,820	574,748	57,253	40,887	11,630	152,844	172,817	32,307	603,908	637,972	243.68	111.00	(398,796)	(94,238)	(356,088)	(398,796)	(94,238)
Atchison, Topeka & Santa Fe	3 mos.	519,044	10,637	529,681	610,195	70,849	107,807	3,642	121,899	129,065	22,857	485,458	568,855	91.65	93.22	35,891	35,209	33,754	25,174	24,312
	6 mos.	1,043,255	21,828	1,065,083	1,191,428	147,381	196,436	7,224	250,646	256,711	45,716	1,007,215	1,103,430	94.56	92.61	38,988	75,377	46,475	27,055	52,928
Baltimore & Ohio	3 mos.	242,649	10,463	253,112	244,717	70,729	59,869	2,104	54,056	54,618	7,050	248,116	240,469	98.02	98.26	7,360	23,294	2,087	3,692	16,163
	6 mos.	471,868	20,910	492,778	496,258	115,508	96,929	3,288	114,648	112,467	14,899	496,689	474,685	100.79	95.65	(3,179)	39,544	(1,794)	(2,344)	27,816
Bessemer & Lake Erie	3 mos.	19,456	5,686	25,142	29,269	3,533	4,549	1,418	4,219	711	2,814	22,464	20,619	89.34	70.44	3,886	9,972	1,198	2,403	4,770
	6 mos.	33,911	7,832	41,743	51,660	6,659	7,278	2,127	7,746	3,172	4,221	42,385	37,396	101.53	72.38	1,466	17,301	(539)	1,565	8,674
Boston & Maine	3 mos.	30,346	1,158	31,504	30,965	5,980	6,369	333	8,943	7,674	361	31,434	31,316	99.77	101.13	1,379	712	140	1,186	518
	6 mos.	58,859	2,666	61,525	61,521	11,639	11,935	647	17,045	15,762	723	62,162	61,261	101.03	99.57	1,983	2,338	(497)	1,597	1,948
Burlington Northern	3 mos.	916,057	22,662	938,719	1,007,992	225,018	223,931	6,352	201,197	213,909	18,815	913,025	969,138	97.26	96.14	22,937	45,264	24,399	21,631	34,782
	6 mos.	1,810,808	46,718	1,857,526	2,011,588	371,534	361,117	12,688	401,265	426,219	37,616	1,776,820	1,849,909	95.65	91.96	78,995	182,543	56,132	54,402	131,408
Chesapeake & Ohio	3 mos.	286,084	14,226	300,310	182,613	65,707	56,878	1,932	59,562	58,114	2,249	260,766	227,400	86.85	124.38	68,177	(21,607)	19,991	48,500	(8,271)
	6 mos.	531,713	24,757	556,470	429,748	106,057	92,112	3,860	119,404	107,756	6,217	491,329	443,582	88.29	103.21	99,491	30,844	28,913	63,094	29,541
Chicago & North Western	3 mos.	177,986	24,799	202,785	251,239	38,111	57,077	1,390	49,826	54,036	4,437	199,997	243,198	98.62	96.79	(3,009)	2,800	4,401	(3,015)	913
	6 mos.	355,102	47,238	402,386	511,061	78,246	102,286	2,744	105,120	1[illegible],235	8,673	418,594	488,688	104.02	95.62	(10,025)	13,102	(13,078)	(10,037)	11,179
Chicago, Milwaukee, St. Paul & Pac.	3 mos.	86,815	12,050	98,865	103,126	22,876	24,160	786	27,194	31,593	3,737	103,668	120,554	104.85	116.89	3,114	38,530	(5,138)	(1,954)	36,956
	6 mos.	173,594	22,822	196,416	206,074	41,195	34,102	1,580	55,615	66,957	7,392	210,371	231,218	107.10	112.20	1,259	179,266	(14,412)	(13,250)	177,611
Clinchfield	3 mos.	25,387	288	25,675	20,884	5,239	4,565	122	4,573	3,591	988	21,600	17,786	84.12	85.16	4	5	4,499	—	—
	6 mos.	51,526	830	52,356	47,785	10,053	8,810	243	9,247	7,674	1,971	43,201	37,259	82.51	77.97	8	8	10,298	—	—
Conrail	3 mos.	765,150	149,678	914,828	1,021,456	208,289	180,134	7,192	230,645	262,822	37,356	923,070	1,023,731	100.90	100.22	(8,061)	(12,593)	(7,887)	(7,941)	(11,968)
	6 mos.	1,498,750	310,375	1,809,125	2,033,120	356,502	338,298	14,475	471,641	540,489	75,261	1,835,163	2,084,560	101.43	102.53	(30,685)	(70,898)	(25,447)	(25,231)	(69,459)
Delaware & Hudson	3 mos.	28,112	1,115	29,227	31,015	6,646	9,054	160	7,700	8,103	867	31,604	31,273	108.13	100.83	(4,502)	(1,846)	(2,280)	(4,502)	(1,846)
	6 mos.	55,656	2,005	57,661	59,171	12,985	10,220	322	15,221	16,668	1,738	61,844	62,765	107.25	106.07	(8,456)	(6,844)	(3,984)	(8,456)	(6,844)
Denver & Rio Grande Western	3 mos.	76,072	1,691	77,763	83,120	14,127	15,992	644	14,071	12,458	3,043	70,391	73,314	90.51	88.20	6,790	9,302	5,365	4,786	5,418
	6 mos.	153,271	3,385	156,656	163,299	27,594	29,318	1,273	29,063	24,742	5,965	142,190	140,852	90.76	86.25	13,436	21,289	10,433	9,397	12,356
Detroit, Toledo & Ironton	3 mos.	18,785	702	19,487	22,507	5,024	4,209	119	6,406	6,530	952	22,380	22,459	114.84	99.78	(3,160)	(912)	(2,889)	(3,160)	(912)
	6 mos.	34,977	1,372	36,349	44,679	8,383	6,930	237	12,890	12,452	1,909	43,394	43,135	119.38	96.54	(7,770)	(228)	(7,037)	(7,770)	(228)
Duluth, Missabe & Iron Range	3 mos.	20,919	822	21,741	34,297	4,216	6,604	884	2,563	3,247	561	16,479	21,344	75.79	62.23	6,060	13,527	2,593	3,385	7,287
	6 mos.	32,833	1,224	34,057	49,181	10,812	12,408	1,758	5,352	6,505	1,113	35,788	40,231	105.08	81.80	231	10,206	(1,587)	358	5,679
Elgin, Joliet & Eastern	3 mos.	13,972	8,295	22,267	28,620	4,388	3,817	194	2,594	4,099	1,848	20,949	24,612	94.08	85.99	2,455	5,227	197	1,334	2,775
	6 mos.	30,063	20,304	50,367	58,231	7,952	6,806	390	4,076	7,058	3,733	42,640	47,488	84.65	81.55	10,331	13,612	2,925	5,529	7,416
Florida East Coast	3 mos.	21,497	275	21,772	26,625	4,582	6,484	316	3,535	4,257	1,008	19,156	22,779	87.98	85.55	5,334	6,546	729	3,447	4,279
	6 mos.	44,328	632	44,960	52,526	10,706	13,279	642	6,719	7,943	2,016	39,185	45,327	87.15	86.29	9,355	10,768	2,818	6,398	7,334
Grand Trunk Western	3 mos.	64,711	2,792	67,503	61,533	10,123	9,289	455	14,365	12,644	1,201	64,010	60,357	94.82	98.08	3,736	25	3,707	3,945	(98)
	6 mos.	122,926	5,687	128,613	117,202	17,776	15,268	905	27,923	24,102	2,401	125,766	113,800	97.78	97.09	2,046	1,477	3,983	3,176	2,752

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Illinois Central Gulf	3 mos.	210,240	19,555	229,795	240,812	61,723	55,803	1,984	65,168	67,082	6,546	259,415	256,627	112.88	106.56	(20,214)	(19,683)	(28,536)	(19,608)	16,514
	6 mos.	437,444	40,076	477,520	517,168	102,958	101,687	3,879	144,365	140,722	13,115	525,590	522,664	110.06	101.06	(37,392)	(9,779)	(46,052)	(36,353)	(9,071)
Kansas City Southern	3 mos.	76,857	3,271	80,128	76,046	16,596	15,568	761	16,751	16,721	5,462	70,313	67,612	87.75	88.90	6,881	7,763	7,980	5,090	5,719
	6 mos.	157,553	6,943	164,496	151,097	32,266	28,994	1,520	34,195	31,588	10,392	141,558	130,499	86.05	86.36	17,408	17,026	18,178	12,659	12,894
Long Island	3 mos.	99,887	3,645	103,532	94,907	22,042	19,877	889	25,061	23,306	1,467	108,406	103,899	104.70	109.47	(5,110)	(9,251)	(3,794)	(5,110)	(9,251)
	6 mos.	196,738	7,107	203,845	182,447	47,253	39,518	1,714	51,473	45,791	3,007	223,025	204,326	109.40	111.99	(19,488)	(22,290)	(16,995)	(19,488)	(22,290)
Louisville & Nashville	3 mos.	280,334	5,635	285,969	307,812	58,881	56,416	1,869	66,487	65,554	9,762	271,708	281,703	95.01	91.51	7,132	17,471	18,053	9,447	15,177
	6 mos.	574,697	11,798	586,495	618,840	101,360	103,107	3,637	144,002	136,039	20,386	551,063	564,194	93.95	91.16	20,853	40,078	37,041	19,138	34,953
Missouri-Kansas-Texas	3 mos.	58,007	2,701	60,708	67,412	9,246	14,446	345	17,231	17,004	2,497	56,143	63,127	92.48	93.64	2,402	1,483	4,723	2,402	2,983
	6 mos.	115,286	5,841	121,127	136,742	18,196	24,300	672	33,137	37,862	4,979	112,251	125,867	92.67	92.04	3,439	5,667	9,202	3,439	7,667
Missouri Pacific	3 mos.	433,018	13,669	446,687	471,797	70,861	74,772	2,601	102,470	103,633	17,580	387,770	410,732	86.81	87.05	53,138	56,684	47,019	38,491	39,293
	6 mos.	862,823	28,327	891,150	950,154	126,078	142,243	5,136	210,262	211,193	34,484	775,008	823,053	86.96	86.62	103,222	115,669	90,451	72,279	78,489
Norfolk & Western	3 mos.	473,593	16,966	490,559	347,035	89,064	78,568	3,556	79,678	59,356	14,456	363,756	306,274	74.15	88.25	151,953	47,016	70,262	93,946	26,190
	6 mos.	941,488	33,145	974,633	792,063	151,428	136,174	7,073	163,731	134,346	28,692	721,468	631,911	74.02	79.78	299,028	182,613	140,096	182,951	104,826
Pittsburgh & Lake Erie	3 mos.	11,792	302	12,094	19,645	2,571	3,579	44	2,415	3,103	264	14,922	18,263	123.38	92.96	(4,957)	(1,093)	(2,546)	(4,678)	(1,318)
	6 mos.	25,610	2,134	27,744	38,964	5,884	6,444	84	5,744	6,229	569	32,417	36,530	116.84	93.75	(8,256)	(1,814)	(4,385)	(7,984)	(2,196)
St. Louis Southwestern	3 mos.	87,210	1,346	88,556	101,181	13,451	17,857	548	20,254	17,372	5,938	78,333	88,042	88.45	87.01	13,054	11,359	8,805	11,636	7,633
	6 mos.	185,927	2,709	188,636	192,222	27,432	33,256	1,008	41,488	32,584	11,912	162,418	167,752	86.10	87.26	29,496	21,051	18,221	21,499	14,315
Seaboard Coast Line	3 mos.	281,375	10,233	291,608	327,305	62,581	59,634	2,435	76,254	76,739	9,230	297,453	306,877	102.00	93.61	21,721	40,978	1,198	28,345	40,582
	6 mos.	588,904	20,174	609,078	671,224	112,313	113,860	4,800	156,718	155,936	18,584	598,180	612,746	98.21	91.26	51,895	105,477	15,358	55,507	101,386
Soo Line	3 mos.	69,844	1,615	71,459	79,928	16,189	20,879	434	15,266	14,386	2,017	66,265	69,855	92.73	87.39	6,665	10,403	2,792	4,057	6,411
	6 mos.	144,311	2,899	147,210	159,392	28,126	31,723	854	32,166	29,120	4,037	133,404	132,010	90.62	82.82	16,352	28,254	7,942	10,074	17,501
Southern	3 mos.	411,702	9,534	421,236	438,152	71,969	67,541	5,072	82,231	80,335	20,919	355,410	352,807	84.37	80.52	68,072	81,577	43,117	43,944	52,527
	6 mos.	813,290	19,238	832,528	875,607	124,840	125,564	9,825	164,587	160,362	41,541	700,562	696,457	84.14	79.53	135,643	173,130	85,875	86,730	111,634
Southern Pacific	3 mos.	513,820	17,097	530,917	611,068	82,894	96,767	4,720	149,075	150,043	21,654	542,577	591,675	102.19	96.82	11,370	21,235	(12,039)	10,991	18,001
	6 mos.	1,044,280	33,835	1,078,115	1,156,357	177,839	175,972	9,414	317,390	285,917	43,343	1,119,099	1,130,784	103.80	97.78	(6,357)	24,918	(40,984)	(6,357)	21,751
Union Pacific	3 mos.	454,122	5,848	459,970	540,559	79,537	92,300	3,247	101,069	105,044	24,418	428,542	470,262	92.73	86.99	31,311	57,749	22,697	20,456	34,509
	6 mos.	918,266	12,363	930,629	1,075,587	139,671	162,645	6,358	194,074	204,428	48,839	840,771	910,183	90.34	84.62	80,671	139,605	60,294	50,898	87,277
Western Maryland	3 mos.	23,106	648	23,754	20,657	5,662	5,642	214	3,511	3,084	1,405	20,205	17,624	85.05	85.31	4,450	2,879	1,666	2,560	1,615
	6 mos.	42,771	1,357	44,128	43,136	8,529	10,199	428	6,484	5,074	2,981	35,642	37,254	80.76	86.36	9,855	5,775	4,161	5,514	3,241
Western Pacific	3 mos.	44,229	546	44,775	46,616	7,936	8,185	121	10,312	10,910	1,778	46,809	49,656	104.54	106.52	(1,460)	(2,554)	(1,249)	(705)	(2,199)
	6 mos.	89,762	1,138	90,899	95,847	14,790	14,734	231	20,961	21,609	3,567	94,748	96,282	104.23	100.45	(317)	375	(3,179)	293	(385)

ADVERTISING SALES

Gary M. Rekstad, Director

New York, NY 10014
345 Hudson Street (212) 620-7200
W. Arthur Cubbage, Regional Sales Mgr.

Chicago, IL 60602
29 E. Madison St. (312) 641-5815
Robert D. Bartley, Regional Mgr.
Glen A. Schlueter
Regional Sales Mgr.

Pittsburgh, PA 15237
1005 McKnight Park Dr., McKnight East
(412) 366-0702
Ronald M. Giallonardo

Atlanta, GA 30328
P.O. Box 28412
(404) 252-6510
Roger Kelton

Houston, TX 77079
Hawley-Lindenberger & Assoc.
11777 Katy Freeway Suite 155
(713) 870-0470
Robert Hawley
Gary Lindenberger

Dallas, TX 75225
P.O. Box 25045 Preston Station
(214) 361-8612
Joseph Sanders

Santa Monica, CA 90403
2665 30th St., Suite 102
(213) 450-9134
Fred Klaner, Jr.
Edward Klaner

Sausalito, CA 94965
3030 Bridgeway Building
(415) 332-6750
Chris Vogler

Kent, BR6 OHE, England
Priory Gate House
Church Hill Orpington
Kenneth J. Hendry
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Telex: 896228

D-6054 Rodgau 3, Germany
Siegfried D. Kamper
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Nahestrasse 8
Telephone: (0) 6106 72968
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Paris 75016, France
Gerard Lasfargues
32 Rue Desbordes Valmore
Telephone: 504-9794

Milano 20146, Italy
M. Pecori Giraldi
Via G. Frua 8-Suite 1739
Telephone: (02) 46 35 18

1431 Buenos Aires, Argentina
M.F. Pipan
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Tokyo, Japan
C.H. Yiu, Managing Director Sales
Kimuraya-Makina Bldg.
1-15-8 Shiba Minato-ku
Telephone: 453-7361
Cable: SUNGAINSHIA, TOKYO

Market

CARLOADINGS

Loadings of revenue freight in the week ended Sept. 4 totaled 362,793 cars, according to the Association of American Railroads. This was a decrease of 88,873 cars, or 19.7%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Sept. 4 are estimated at 15.2 billion, a decrease of 18.6% below the corresponding week of 1981.

REVENUE FREIGHT CARLOADINGS

Commodity	Sept. 4 week	Aug. 28 week
Grain	23,852	25,133
Other farm products	2,966	3,113
Metallic ores	13,741	13,691
Coal	111,498	115,233
Crushed stone, gravel & sand	10,272	11,249
Nonmetallic minerals	9,327	8,836
Grain mill products	11,846	12,830
Food & kindred products	13,473	13,475
Primary forest products	13,662	13,995
Lumber & wood products (except furniture)	6,174	6,371
Pulp, paper & allied products	15,651	16,072
Chemicals & allied products	22,148	20,625
Petroleum products	4,958	5,098
Stone, clay & glass products	10,903	10,785
Coke	4,376	3,995
Metals & products	8,072	7,659
Motor vehicles & equipment	14,002	12,845
Waste & scrap materials	7,470	7,403
Forwarder & shipper assn. traffic	9,115	8,854
All other carloads	48,963	46,814
LCL traffic	324	194
Total Cars Loaded	**362,793**	**364,270**
Cumulative total,	1982	1981
36 weeks	**13,163,493**	**15,064,756**
Estimated revenue ton-miles (billions), 36 weeks	**15.2**	**18.7**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Aug. 28 totaled 41,110 cars (14.0% above the corresponding 1981 week) and 67,291 trailers or containers (up 3.0% from 1981). Cumulative volume for the first 35 weeks of 1982 is 1,260,083 (up 9.2% from 1981) and 2,221,003 trailers or containers (up 6.8% from 1981).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Aug. 21 totaled 3.7 million tonnes (down 6.5% from 1981). Cars loaded totaled 57,949 (down 7.0% from 1981). Cumulative loadings for 1982 were 135.35 million tonnes (down 8.1% from 1981).

• *Hellenic Railways (Greece).*—Is seeking international bids for major improvements to its standard gauge north-south main line. Specific projects include electrification of the 47-mile line from Thessaloniki to the Yugoslavian border, plus related signaling and telecommunications ($33.5 million); signaling of the 59-mile Inoi-Tithorea line ($6.4 million) and the 38-mile Domokos-Larissa line ($5 million); improvement of telecommunications on the entire 323-mile Athens-Thessaloniki line ($25.7 million); and acquisition and installation of a computer ($1.1 million). These improvements are part of an overall modernization program estimated to cost $510 million.

• *Milwaukee Road*—Will lease 210 100-ton coal gondola cars valued at more than $7 million from Portec's Railcar Division, with delivery to take place in late 1982 and early 1983. Main use will be in contract unit-train service between Indiana mines and port facilities during the Great Lake shipping season.

• *Ortner Freight Car Co.*—Will supply 12 special heavy-duty flatcars for Colombia's El Cerrejon coal mining project in addition to 139 Rapid Discharge coal cars ordered earlier by Morrison-Knudsen, the project's prime contractor. The 60-ft, 90-metric-ton cars will carry a variety of equipment and materials for construction of the 90-mile railroad itself and for the mining, shipping and receiving facilities that are part of the $3-billion project.

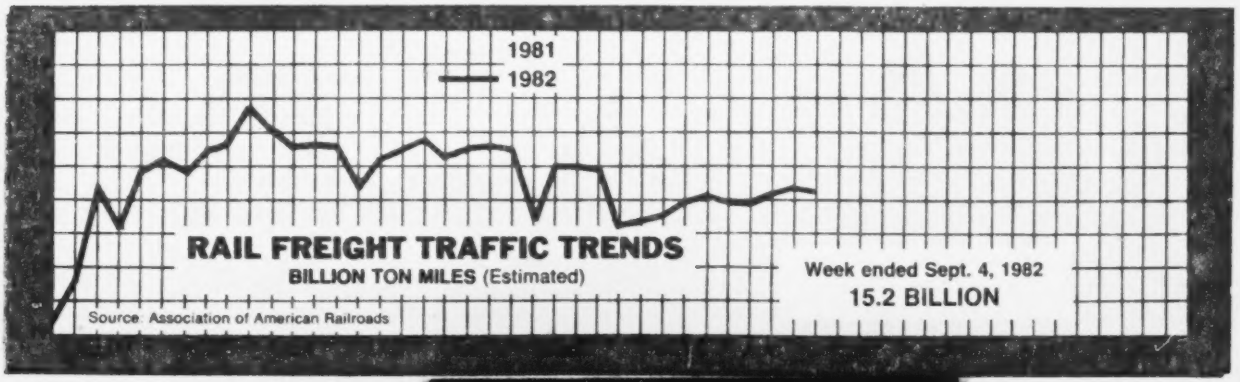
• *Union Pacific.*—Will build a new trailer loading/unloading facility at Cheyenne at a cost of $367,000, to improve access for piggyback traffic to two Interstate highways, and eliminate parking congestion, excessive switching moves and main-track crossing delays at the existing facility. Yard construction will include installation of 2,500 feet of new track with four turnouts, relocation of almost 700 feet of track, and installation of 1,200 feet of graveled surface for trailer parking and transfer facilities. The yard is expected to be in operation in November.

ESTIMATED OWNERSHIP—ALL REVENUE FREIGHT CARS

August 1, 1982 vs. August 1, 1981

		Box	Covered Hopper	Gondola	Hopper	Flat	Refg.	All Others	TOTAL
Class I RRs	1982	295,833	171,501	139,860	300,531	89,065	56,753	23,798	1,077,341
	1981	324,127	172,270	145,275	309,799	92,528	60,053	26,092	1,130,144
Class II & S&T Cos.*	1982	53,446	9,343	10,695	12,924	4,728	3,559	3,339	98,034
	1981	56,841	9,346	11,331	13,623	5,457	3,622	3,240	103,460
Railbox-Railgon	1982	24,945		3,999					28,944
	1981	24,834		3,504					28,339
RRO&C** Reigs.	1982						3,402		3,402
	1981						3,418		3,418
Private	1982	514	129,306	27,542	21,170	52,658	6,272	190,428	427,892
	1981	828	123,561	24,082	21,077	52,157	8,278	189,183	419,166
GRAND TOTAL	1982	374,738	310,152	182,096	334,625	146,451	69,986	217,565	1,635,613
	1981	406,631	305,177	184,192	344,499	150,142	75,371	218,515	1,684,527

* Class II railroads and switching and terminal companies.
** Railroad owned and controlled refrigerator car lines.



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